

A. 1067

B. 3500, 1754, 1755, TAKE-OFF

3615, 1503, 1732, K1

3517, 1230, 1752, K1

3509, 1122, 1800, K1

3447, 1034, 1806, K1

3446, 1025, 1828, K150

3537, 0830, 1823, K150

3507, 0651, 1836, K157

3432, 1050, 1850, K160

3520, 0434, 1850, K163

3211, 0514, 1911, K164

3140, 0603, 1926, K171

3142, 0612, 1927, K170

3223, 0706, 1937, K172

3220, 0732, 1940, K170

3148, 0832, 1948, K173

3127, 0937, 1957, K178

3208, 1242, 2023, K177

3453, 1651, 2058, K184

3500, 1754, 2125, LANDING

C. PHOTO, [REDACTED] 25X1A

D. OPERATE ON DESCENT KM400 3517

E. ON CLIMB NOT OBSERVED, ON DESCENT TOPS K045 UNKNOWN BASE
KM025 UNKNOWN PERSISTENT.

F. 3518, 3512, 3046, 2CI, 2CI, 2CI, TRIN ALL SECTORS

3511, 3509, 1, 1, 1,

3508, 3508, 3CU, 3CU, 3CU,

3508, 3507, 3CU, 3CU, 2CU

3507, 3507, 2CU, 2CU, 2CU

3507, 3506, 2CU, 1, 1

3506, 3506, 2CU, 2CU, 2CU

3506, 3505, 2CU, 2CU, 2CU, WIDELY SCATTERED

3405, 3305, 1, 1, 2CU

3305, 3304, 1, 1, 2CU

3304, 3304, 1, 1, 1

3304, 3205, 1, 1, 2CU, WIDELY SCATTERED

3205, 3205, 2CU, 2CU, 2CU

3205, 3206, 2CU, 1, 2CU, IN LAYER

3206, 3208, 1, 1, 2CU, IN LAYER

3208, 3208, 3CU, 2CU, 2CU

3208, 3208, 2CU, 3CU, 2CU

3208, 3209, 2CU, 3CU, 1

3209, 3209, 2CU, 2CU, 2CU, WIDELY SCATTERED

3209, 3211, 2CU, 1, 2CU

3211, 3518, 1, 1, 1

G. WIND A LITTLE STRONGER ON RETURN THAN FCST.

H. HIGH SCATTERED, 30 MILES, SOUTHWEST 14.

I. CLOUDS WERE WIDELY SCATTERED, OR IN SCATTERED PATCHES,
MOSTLY OVER THE MOUNTAINOUS AREAS. PILOT CONSIDERED
FCSTS GOOD.